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IDEA 3177
Copy 7 of 8

27 May 1966

MEMORANDUM FOR: Deputy for Technology, OSA

ATTENTION: [REDACTED] (U-2R Development Phase
Director)

SUBJECT: U-2R Purchase

REFERENCE: Memorandum from Director of Reconnaissance,
CIA, to D/NRO, dated 16 May 1966, subject:
U-2R Purchase [REDACTED]

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1. The Deputy for Material, OSA, and I have read the reference letter. Both of us agree that certain items should be brought to your attention at this time.

2. Specifically, and for the record, the following are problem areas that we feel should be identified at this time:

a. Per paragraph 1. of the reference memorandum: The statement on the loss rate in this paragraph is felt to be unrealistic for consideration as a future planning factor. This rate, taken from the total losses over the past history of the U-2 project, is a straight line rate. It does not consider the various factors needed for future planning purposes, such as the rate of loss for training, R&D and combat. It says, in effect, that because we have lost so many aircraft over a period of so many years, then we will lose aircraft at a given rate each following year. This statement does not consider the peaks and valleys in a nominal loss rate such as extensive training of inexperienced pilots, or periods where experienced pilots are performing most of the flights. LAC, in their special report, "U-2 Accident Analysis", dated 29 March 1966, (IDEA 3102) has considered all of these factors in detail; and it is therefore suggested that this document be used for future planning factors.

b. Per paragraph 1. of reference memorandum: The statement alluding to an unknown factor of metal fatigue in the nine to eleven year old U-2's is felt to be a myth. The possibility of these aircraft being affected in this manner was completely disproven in the recent loss of article 342. This aircraft's structure was submitted

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to exhausting examinations and the metals were found to be well above its designed strength criteria. It is therefore suggested that in future papers, no mention be made of possible metal fatigue in present U-2's.

c. Per paragraph 8. of reference memorandum: There is no mention of provision made for any two seat U-2R trainers. It is our understanding that there has been some discussion on this matter with LAC, and that the cost of trainer models will be slightly more than standard U-2R's. This office wishes, at this time, to firmly establish an operational requirement for at least two of the first 25 U-2R's to be configured as two-seat trainers. These two aircraft should have sufficient controls for an instructor pilot to perform his duties from either cockpit. Justification for this requirement would be that the training received in these two-seat models would most likely decrease the aircraft loss rate during the initial training of new pilots and will certainly be of great benefit as an instrument for the contingency measurement of the pilot's proficiency.

d. Per paragraph 13. of reference memorandum: The proposal to test prototypes [] appears to be unrealistic because it is the understanding of this office that all space [] is essentially used up. Further, the personnel (both CIA and LAC) are completely involved in the OXCART program, and a division of their time in the proposed manner would certainly detract from their performance of duties on either program. Instead, the undersigned believes that the testing phase of U-2R prototypes could be easily assimilated by the Edwards North Base Detachment with minimal increase in personnel, support equipment, and additional expense.

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Deputy for Field Activities, OSA

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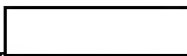


Chief, Materiel Division

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3 May 1966

MEMORANDUM FOR : Director of Special Activities

SUBJECT : U-2R

1. Suggest a decision be made and announced to clear a grey area at the moment relating to who, in Office of Special Activities, has primary responsibility for the U-2R program, i.e., Deputy for Maintenance or Deputy for Research and Development. Traditionally product improvements relating to a vehicle declared operational have been the responsibility of Deputy for Materiel to pursue. New major vehicle systems normally have been the responsibility of Deputy for Technology.

2. Jim Cunningham's announced responsibility relating to pulling together facts on U-2 exports is clear.

/s/

JOHN PARANGOSKY
Deputy for Research and Development
Special Activities

J.Parangosky:D/R&D/OSA:hmj (3 May 66)

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